

Intimations

BOVRIL

Hongkong, 29th May, 1901. 577c

NOTICE

TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSLETON for the **NORTH BORNEO GOVERN-**
MENT, Particulars of which may be seen at
the **OFFICE** of
Messrs. GIBB, LIVINGSTON, & CO.,
Agents.
Hongkong, 21th February, 1901. 1200c

SIEMSEN & Co.

\$5.50 P Cask of 375 lbs. Net ex Factory.
 \$3.30 P Bag of 250 lbs.
 SHEWAN, TOMES & CO.,
 General-Managers.
 Hongkong, 1st June, 1901. [10]

11. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 2nd May, 1961. 20

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF JOHN DUPRE, FORMERLY OF KIU KIANG, IN THE PROVINCE OF CHINA, ASSISTANT EXAMINER IN THE CHINESE IMPERIAL MARITIME CUSTOMS, AND LATE OF VICTORIA, HONGKONG. Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 1st day of AUGUST, 1901, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said Date.

Dated this 3rd day of June, 1901.
J. W. NORTON-KYSHE,
Official Administrator.

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG. BY "SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at LOCAL NEWS AGENTS and H. RUTTON'S KOWLOON STORE.
Hongkong, 3rd June, 1901. [590c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"YUENSANG,"
Captain Rolfe, will be despatched as above on THURSDAY, the 6th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 3rd June, 1901. [591c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"PERLA,"
Captain Geo. Blackland, will be despatched as above on FRIDAY, the 7th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 3rd June, 1901. [587c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.
THE Company's Steamship

"DAIJI MARU,"
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 9th instant.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.

Hongkong, 3rd June, 1901. [260c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamships

"JAVA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 3rd June, 1901. [5]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"CHINGWO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & Co.,
Agents.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.).
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF

STERILIZED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

Hongkong.

BIRTHS.

On the 22nd of May, at Penang, the wife of F. T. KINDER, of a son.

On the 23rd of May, at Sanda, Tullok Blang, the wife of J. S. ROBERTSON, of a daughter.

On the 26th of May, at Scotchwood, the wife of Rev. J. A. G. SHILLER, of the Methodist Episcopal Church, South Mission, of a son.

MARRIAGE.

On the 23rd of May, at St. George's Church, Penang, by the Acting Colonial Chaplain, ARTHUR S. WIGLEY, of Singapore, only son of J. WIGLEY, Esq., of Manchester, to EDITH MARV, second daughter of F. S. Phillips, Esq., J. P. of Pendleton, Lancashire.

DEATH.

At Calcutta, on Sunday, 12th May, MALCOLM DUNCAN KINMONT, aged nine months, infant son of J. K. Mercantile Bank of India.

NOTES AND COMMENTS.

The Dumping of Bodies.

As will be seen by reference to another column, Q. E. P., who has now changed his nom de plume to Q. E. D., delivers a very well deserved rebuke to Disgusted for the foolish sentimentality which he affects with regard to the supposed prejudices of the Chinese as regards burning bodies found dumped in the streets.

To show how very necessary it is that some means should be found for putting a stop to this habit, we may mention that on enquiry at the offices of the Sanitary Board we were informed that it is no uncommon occurrence for over fifty per cent. of the plague cases reported in one day to be dumped bodies.

This, we contend, tells its own story, and shows how general is the desire amongst the Chinese to escape the inconvenience of having premises fumigated and cleaned.

As Q. E. D. very truly points out, the persons who dump a body into the street cannot be very solicitous as to what eventually becomes of it, at least one would imagine so. Yet Disgusted assures us that the threat to burn these bodies would bring the wrath of the Chinese upon us. All the better if it did. We feel sure that the checking of this very objectionable habit on the part of the Chinese would be cheaply purchased, even at the price of a strike or riot. So long as the Chinese see that every silly superstition that they put forward is regarded as a strong

from ordinary sanitary obligations, it will be hopeless to expect to bring them to a fitting sense of their responsibilities.

Our Bugbear.

We think that in Hongkong there is a great deal too much attention paid to Chinese superstition and custom. We cannot force them to do this and we cannot force them to do that and the other must be left undone because it might offend their delicate susceptibilities. In fact the Chinese are pandered to upon every possible occasion, and they have grown to learn that if they want to have their own way they have only got to agitate to get it, whether they happen to be in the right or in the wrong. We are always being told that if such and such measures were enforced they would drive the Chinese away from the Colony. This is all twaddle.

In Australia and America the Chinaman has to submit to much more than he does in Hongkong, yet both of these countries have had to legislate to prevent the whole of their lands being crowded out with Chinese. As a matter of fact the Chinaman goes wherever he can make money, and he has no more objection to conforming to the laws of the country in which he happens to be resident than any other sensible man. He sees that he has to do so if he wishes to prosper, and the result is, that the bugbears of old custom and superstition do not exist for him once he enters these territories.

In Hongkong matters are different. In the old days of the Factories at Canton it was found necessary to pander to the Chinese in everything, for the merchants were not strong enough in themselves to offer a determined resistance. They lived on Chinese soil and they could not expect to have matters all their own way. And we are sorry to say that matters have not changed much for the better in the last sixty years, although we are on British instead of Chinese soil. The bugbear of frightening away the Chinese is ever being held over the heads of our officials and they, foolishly, believe in it. Hongkong is a British Colony, and therefore every man who comes to it should be content to submit quietly to British rule.

There is not even the excuse to be put forward that our Chinese population is composed of British subjects. In all probability not one Chinaman in a thousand of those now resident in Hongkong is a British subject or has any desire of becoming one. And these are the people for whom this stupid agitation is being carried on. For them we maintain a Registrar General whose duty it is to prevent their being imposed upon in any way. In other words we pay more attention to the protection of aliens than we do to that of our own subjects.

And these people are represented upon the Sanitary Board and the Legislative Council, too. What would be said in England, we should like to know, if the French, German, Russian, Swiss, Italian and all other foreign communities of London wished to be represented in the British Parliament? Such a proposition would be laughed at the world over, yet such an utter absurdity exists in Hongkong and is, so far as we are able to see, likely to continue to exist. In India matters are very different. There the natives are British subjects one and all, and are therefore entitled to representation. Here we grant representation to aliens to an equal extent with Britishers, and we maintain that the whole affair is absurd.

What we want here is a Government which would have the courage of its own opinions as opposed to the Chinese. Of course we shall be told that such an institution would drive away our Chinese population, but that, as we said before, is so much twaddle. If the Chinese will flock to towns under French and Russian rule, where they do not enjoy one half of the liberties that they would under a firm and sensible British Government that did not pander to their every whim, we do not see that there can be any danger of their being driven from the Colony. Let Hongkong be run by the British on British lines, and let us have this farce of a British Colony run by the Chinese for the Chinese brought to an end.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA. FURTHER FIGHTING.

LONDON, May 31st.

The Boers under Commandant Delarey attacked General Dixon's force at Vlakfontein to the south east of Heidelberg. The enemy was eventually driven off, leaving 37 dead on the field.

The British lost 171 in killed and wounded. The killed includes three Yeomanry officers, and Lieutenant Macdougall of the Artillery.

LATER.

BETTING ON THE DERBY.

The latest betting on the race for the Derby is as follows:—

100 to 30 against	Volodyovski.
7 to 1	Handicapper.
25 to 2	Florimor.
9 to 1	Revenue.
100 to 7	Veles.
100 to 7	Doricles.
20 to 1	Cottager.
20 to 1	Olympian.
25 to 1	Lord Bobs.

THE CHINESE INDEMNITY QUESTION.

Russia and France are strongly pressing America to make the indemnity guarantee international and joint. America firmly refuses.

ENGLAND AND THE CHINESE INDEMNITY QUESTION.

It is stated that Sir Ernest Satow has informed the Chinese Envoys that the British will not evacuate the country until the indemnity question is settled.

WEATHER REPORT.

The Observatory report says:—
On the 2nd at 11.45 a.m. the barometer has fallen 9 points on the China coast, except in the South, risen a little in the S. Philippines. A depression is probably situated near S.W. Japan, and a low pressure trough seems to be lying across the middle part of the China Sea and extending Eastwards over the Pacific. Gradients slight for N.E. winds on the China coast. Forecast:—Moderate N.E. winds; fair.
On the 3rd at 11.50 a.m. the barometer has risen on the E. and S.E. coasts of China. The depression in the North is probably moving N.E. across Japan, and the low pressure trough, probably in about 17° Lat., still lies across the China Sea and Eastwards to the Pacific. Pressure is high over the N.E. coast of China. Gradients slight to moderate for N.E. winds on the China coast. Forecast:—Fresh N.E. winds; fair to showery.

LOCAL AND GENERAL.

EIGHTEEN bodies were dumped in the street on Saturday night, according to a correspondent.

H.M.S. *Hermione* returned from firing yesterday and the *Algerine* went out for that purpose this morning.

THE French mail is not expected till Wednesday morning, having been delayed at Saigon. She left that port yesterday.

MANILA papers state the last week or so there have been many foreign visitors there than have arrived for many months past.

Why did the Mitsui Bussan Kaisha, change two such similar names for their new boats as *Daikin Maru* and *Daigi Maru*? There is sure to be some confusion over them.

THE cotton-wool snow storm was in full force outside the City Hall this morning and we noticed several Chinese urchins collecting the cotton as fast as it fell. It makes capital stuffing for beds, pillows or cushion.

The return of cases of communicable disease reported as occurring in the Colony during the week ended 1st June shows:—Bubonic Plague, 215 cases; 207 deaths, of which all but 54 cases were from the City; Enteric Fever, two cases; Small-pox, one case, one death.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE S.S. *Sinongan*, now in dock undergoing a thorough overhaul, will be ready for sea in about three weeks time, when she will proceed to Java. Captain Farrel will be in command and Mr. Hill goes as chief engineer. These gentlemen were in the *Macchi*, lately acquired by the Norddeutscher Lloyd Co., and we congratulate and wish them all luck in their new appointment.

It is really remarkable how easily criminals can elude justice. Nearly, if not quite a week ago a warrant was taken out against a certain European of the beachcomber persuasion, and although the man is still in the Colony he has managed to elude the police up to date. A record of how he has managed to accomplish this feat in a place the size of Hongkong would be interesting.

We have received the following express from the managers of the Joint Telegraph Companies:—

COMMUNICATION WITH THE NORTH.
Owing to the interruption of the Foochow-Shanghai Cable, there will probably be considerable delay on telegrams to and from North China and Japan.

In a recent English divorce case, tried in London, the petitioner stated that enclosed in one of his wife's letters from India he found a long communication commencing "my own darling pet boy" which wasn't intended for him. Moral: when you have several letters to write, be careful that you put them in their correct envelopes.

THE Duke of Cornwall has granted the crews of the squadron sixty hours' leave at Melbourne and Sydney. The order was conveyed by signal, which added: "His Royal Highness hopes that the men of the squadron, from having a little more money in their pockets than they would have had if they had spent it in the great heat of Colombo, will thoroughly enjoy their leave in Australia."

IN answer to M.B. who writes us to the effect that she lives in daily fear of catching plague owing to the removal of furniture, clothing, etc., from infected houses. We would remind the good lady that the ordinary procedure is as follows: On a case being discovered or reported a man is posted to keep all occupants of the house inside. Fresh clothing is given them while their own is being disinfected. Then they can go forth, and a thorough cleansing goes on in the house. Not until then can anything be removed.

THE use of thumb impressions is greatly spreading. The Director General of the Indian Post Office states that during the last official year the system of taking thumb impressions from postal pensioners and others for the purpose of subsequent identification was adopted generally. He mentions also that the system of identifying "illiterate payees" by the same means was extended to all post offices in the Madras circle in connection with money-order payments, and to all offices in that circle in connection with savings bank withdrawals; while in the Punjab, Bombay and Assam Circle the system was applied not only to the above-mentioned transactions, but also to the case of all other payments to illiterate persons.

AN action for Ticals 30,000 has been entered by Mr. Leonard in the International Court against the Bangkok Dock Co., Ltd. The dispute arose out of the sale of the s.s. *Cape Clear*.

THE collision that took place at the Bangkok bar recently between the Norwegian steamer *Skuld* and a lighter is likely to result in an action in Court. A sum of 50,000 ticals is being claimed.

We have received a notice, published in another column, concerning the fairway and buoys, etc., in the Harbour. A few more collisions will, we believe, bring the Harbour Regulations quite up to date.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks, the following donations to the funds of the Hospitals:—

A Patient \$10
J. G. P. 6

A CORRESPONDENT writes calling the attention of the police to the small beggars plying in Queen's Road. One in particular, a chit of a girl with another small mite on her back, is very persistent. Could not the people responsible for these children's calling be traced and punished?

IN the cast of "San Toy," which was produced with triumphant success at Yokohama on the 22nd ult., Mrs. Mollison was San Toy, Mrs. E. W. Maitland, Dudley, Mr. Kennard Davis, Sir Bingo Preston, Mr. N. G. Maitland, Captain Bobbie Preston, Mr. E. W. Maitland, Yen How, and Mr. G. G. Brady, Li.

WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE returns of the number of visitors to the City Hall Library and Museum for the week ended 2nd June are:—

	Library.	Museum.
Non-Chinese	195	62
Chinese	53	1,170
Totals	248	1,232

INSPECTOR Wilson recently complained to the Shanghai Court that men who had been sentenced to receive a bambooing were returned to the Police Station with scarcely a mark upon them. He wished to send a constable to witness the bambooing of a well-known loafer who had been sentenced to receive 300 blows. The request was granted, the magistrate in the meanwhile assuring the officer that the blows were always put on heavily.

WE are glad to note that parts of that very bad road between Kowloon and Hunghom, and the latter place and Kowloon City, are being put in a better state of repair. By the way, where the coolies are making such a mess of the road alongside the Green Island Co.'s premises, there is a broad footpath. Why could not this be kept for rickshaws only, until the excavation work there is finished, instead of letting the coolies with their wheelbarrows cut up the whole road-way?

WE regret, says the *Siam Observer*, to announce that Captain Rehnquist, of the s.s. *Monkong*, died from cholera in the St. Louis Hospital on Saturday the 18th ult. It seems that the unfortunate man felt ill during the morning and was in consequence conveyed to the hospital, where it was at once seen that he was suffering from cholera in its most serious form. This was, we understand, the late Captain's first trip to Bangkok, he having been previously employed on the China coast. The funeral took place on Sunday evening at the Protestant Cemetery, the Rev. J. B. Dunlap officiating.

WE would call the attention of our readers to the advertisement, re the pamphlet on "The Need of Municipal Reform in Hongkong" by Scrutator, which appears elsewhere. We have received a copy of the pamphlet, which is got up in the same good style as others issued by our morning contemporary. The series of articles should certainly be read by everybody interested in Hongkong and are well worthy of serious consideration and attention. There has been a good deal of conjecture as to Scrutator's identity and many well-known names have been mentioned in connection with this nom de plume. In a short prefatory note Scrutator reveals himself, and those desirous of becoming cognisant of his real identity have only to buy a copy of the pamphlet.

NOTICE TO MARINERS, NO. 366.

China Sea.

TIENTSIN DISTRICT.

Alteration in Character of Tsao-Fei-Tien Light.

Notice is hereby given that the character of the Light on Tsao-Fei-tien Island (marked on the Admiralty Charts as Sha-lui-tien) has been changed.

The new Light is Dioptric, Group Flashing, of the Fourth Order, showing double white flashes at intervals of 20 seconds.

The Light is elevated 51 feet above the level of the sea, and in clear weather it should be visible at a distance of 12½ nautical miles.

The height of the tower from base to lantern vane has been increased to 57 feet.

By Order of the Inspector General of Customs,

A. M. BISHOP,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 27th May, 1901.

THE "GLENLYLE" "HANGCHOW" COLLISION CASE.

His Lordship the Chief Justice delivered judgment in this suit this morning. The s.s. *Hangchow* was found to be solely to blame for the collision. Damages are to be settled by the Registrar and assessors. The s.s. *Glenlyle* has been allowed costs in both actions.

"THE GAZETTE."

The appointment is notified of Mr. J. J. Bell-Irving to be an Unofficial Member of the Executive and Legislative Councils, subject to His Majesty's approval, during the absence on leave of the Hon. J. J. Keswick and with effect from 30th May.

An open competitive examination for Eastern Cadetships is to be held in London, commencing on 1st August, 1901.

H. E. the Governor has been pleased to extend for one month from the 23rd May, the leave of absence granted to the Hon. T. H. Whitehead from his duties as an Unofficial Member of the Legislative Council.

In the Calendar of Probate and Administration granted by the Supreme Court of Hongkong during 1900, as published in the *Gazette*, the following are some of the most notable estates:—Granville Sharp \$1,030,000; Cheung Hei \$12,000; Delino de Noronha \$138,500; Edward Burnie \$132,400; Chan On \$145,100; Frederick Dallas Barnes \$125,800; Lau Tsung \$113,000; Joseph Jaques \$659,400; Ong Ka Tong \$156,100; Li Sing \$220,000; and Li Kam \$182,000.

We make the following extracts from the report of the Po Leung Kuek Society, for the Year 1900.

The following ten gentlemen were elected to act as the Managing Committee for the year:—

Tsang Wai-him.
Li Siu-ting.
Tam Tsang-king.
Mui King-shik.
Pun Tsun-wan.
Leung Ping-nam.
U Hoi-chau.
Pun Ping-shang.
Lam Shau-ting.
Fung Shu-long.

Mr. Lau Wai-chien and Mr. Wai Long-shan were appointed to act as Treasurers. A statement of the Assets and Liabilities of the Society and a declaration by the Treasurers and two statements showing the working account and revenue and expenditure during the year are attached. The balance to the credit of the fund was \$13,697.99.

Messrs. Sham Kuo-sai and Wong Hoi-pang have kindly audited the accounts.

The number of persons admitted into the home during the year was 409, being 2 less than in 1899.

The Visiting Justices during the year have been Captain Anderson, the Honourable W

jourments, and fined \$100 or a month's hard labour each.

DRINK AGAIN.

Cheung Fuk and Chan Tze were on a fine old mule in Des Vaux Road on Sunday morning, ending in being charged this morning. They were each fined \$5 or 14 days. They had enough left to pay up.

THE HAPPY SHIP "JAVA."

Malbuck Bucklet was charged by the 4th Engineer of the s.s. *Java* with having assaulted him. The complainant stated he was struck with a hammer and a stick, but did not strike the defendant. Malbuck went to gaol for one month.

Suleyman Almas was charged with assaulting Mr. P. S. Wilds chief engineer of the s.s. *Java*.

The defendant deposed:—He was called called down to the engine room to see about one of the tubes of the boiler, and ordered the rigging up of a tackle. It was carelessly done and it struck me on the ear. The defendant came up with a shovel and struck me on the back. He also threatened to cut my head off. It took four men to hold him down. The defendant stated the complainant abused him.

One month's hard labour for Defendant.

STEALING CLOTHING.

Chan Shick Koo, coolie, had no defence against the charge of stealing clothing, and went inside for three weeks' hard labour.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

THE DUMPING OF BODIES.

DEAR SIR,—It is all very well for Q.E.F. to suggest the cremation of all plague corpses found dumped in the streets, but how is he going to cremate them? We have no crematorium here yet, although Dr. Clark recommended the establishment of one so far back as September 1898, if I am not mistaken. I am perfectly at one with Q.E.F. as regards the necessity for adopting some drastic measures to prevent the dumping of bodies, but I do not see how fifteen to twenty bodies a day cremated without a could be crematorium. I may mention that the few bodies of Hindoos which are now cremated near Morrison Hill prove a nuisance to the neighbourhood, and for my own part I would be inclined to suggest taking the bodies well out to sea and dumping them overboard. It is a great pity that we have no vultures here. Had we those useful birds all plague bodies found in the streets could be put on Channel Rocks or one of the outlying islands and their bones would be picked clean in a few hours.

Cannot somebody be found to bring forward some suggestion for the disposal of these bodies that would be horrible repugnant to the Chinese? Let this be done in the Council or the Sanitary Board and I think that an end would be put to the dumping at once.

I am thoroughly disgusted with the way in which the Chinese Members of the Sanitary Board and Legislative Council are allowed to oppose every sanitary measure proposed. This directly encourages their countrymen to resist the Sanitary Authorities. As for those sickly sentimental Europeans who support them, the sooner they take out Chinese naturalization papers and grow quiet the better it will please.

Yours faithfully,

COMMON SENSE.

Hongkong, June 3rd, 1901.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Your correspondent Disgusted is a young man. He seems to consider it a form of respect for the dead to dump the body into the street, leaving it to be buried at other people's expense in a paucity grave, or as in a case brought to the police court the other day of a man clearing out of a house with all his belongings, leaving behind the corpse of a woman dead from plague.

If this custom of dumping plague corpses to the imminent danger of the living be respect, or something of a very different name, it should be prohibited by every possible means, even if we have to strike at the two vulnerable points of a Chinese man, that is his pocket and his superstitions. So with regard to these respects of the dumped body, fine them if they can be traced, and burn the body.

It will be time enough for Mr. Disgusted to talk about desecrating European dead when they begin to drop them into the streets to escape the ordinary expenses of a funeral and also to prevent their houses being put into a clean state.

The report at the Central Police Station was eighteen bodies dumped in the streets on Saturday night, so if we take it at the low average of five persons cognisant of each body being not rid of, we have ninety Chinese showing their peculiar form of respect for their dead friends and relatives.

Under the circumstance, Mr. Editor, will you allow me to change my former signature Q. E. F. to

Yours, etc.,

Hongkong, June 3rd, 1901.

STONE BREAKING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I should like to know what our Authorities are about. Yesterday I nearly had my eye knocked out by a splinter from a clunk of granite which a Chinaman was chipping on the footpath without any screen put up for the protection of passers by, whatever. Policemen were constantly passing along and taking no notice whatever of this dangerous nuisance. Why is such a thing allowed to occur in a British Colony?

Yours truly,

GLOBE-TROTTER.

Hongkong, June 3rd, 1901.

[Globe-trotter, if he stays here long enough, will learn that such a query is beyond even the Editor of the *Hongkong Telegraph*. We wish we knew why a good many much more important nuisances than stone breaking on the public foot-path were allowed to go on unchecked.—Ed., W. K. T.]

EXCISE OFFICERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I notice in your Friday's paper a report of a case between an Excise Officer and a Police Detective. It seems the Excise man attempted to search the Detective and he resisted—result—cross summons. Now, Sir, the point is this. Is any employee of the Opium Farmer legally entitled to bail up and search any man he meets in the street and thinks fit to do so? It seems a monstrous thing to me. But alas, we live in Hongkong—and that explains a lot of monstrous things.

I remain Sir,

Yours truly,

Hongkong, June 3rd, 1901.

IN DOUBT.

NOTICE TO MARINERS.

We have received the following notice for publication:—

GOVERNMENT NOTIFICATION.—No. 311. The following Order in Council is published. By Command.

T. SERCOMBE SMITH, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 30th May, 1901.

ORDER.

Made by the Governor in Council under section 27 (5) of The Merchant Shipping Consolidation Ordinance, 1891, this 29th day of May, 1901.

HONGKONG HARBOUR.

The line of bearing forming the Southern limit of the Northern Fairway is "The Breakwater in Causeway Bay open of Kelle's Island bearing E.S.E." not as given in the Port Regulations and Ordinance No. 26 of 1891.

The Western end of the Central Fairway will be marked by two buoys painted red and white horizontal stripes. This Fairway is defined by two lines of buoys running in an E.S. Easterly direction.

The Southern line of buoys will all be painted black and numbered with uneven numbers commencing from the Fairway buoy.

The Northern line of buoys will all be painted red and numbered with even numbers commencing from the Fairway buoy.

Council Chamber, R. F. JOHNSTON, Acting Clerk of Councils.

THE PLAGUE.

Number of cases reported up till noon of the 1st June, 1901

Number of cases reported during the past 48 hours

Total number of cases reported to date 1913

Number of deaths reported up till noon of the 1st June, 1901

Number of deaths reported during the past 48 hours

Total number of deaths recorded to date 945

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 53

Other Asiatics 23

Europeans 13

Chinese 5

Other Asiatics 4

Europeans 0

Deaths Chinese 47

Other Asiatics 2

Europeans 0

Total 49

The plague returns for last week were:—

Cases 215

Deaths 207

The returns for 1st June, 1894, were:—

Total deaths to date 744

New cases in previous 24 hours 8

Deaths in previous 24 hours 72

Patients under treatment 172

The Twenty-second Bombay Infantry folk evidently do not intend to allow plague to extend amongst their men if they can possibly help it and are taking very wise precautionary measures. We learn that since the death of one of their men, which we reported the other day, all who were brought into contact with the deceased in any way have been segregated and placed under observation, and the man's quarters have been thoroughly fumigated and cleansed. We think it a great pity that our Sanitary Authorities are unable to practise segregation so far as the Chinese are concerned, for certainly a large amount of infection must be spread by the inmates of a house in which a plague case has occurred when, as at present, they are allowed to move about the town wheresoever they please.

A few days ago a Mr. De Cruz, foreman in the Sanitary Department, died from plague. Two days later his little daughter was taken and died and yesterday his son B. De Cruz and another daughter expired from the same cause.

We are glad to hear that Mr. Dossabhy Gathaj is progressing favourably.

THE DEMANDS OF THE POWERS.

SHANGHAI, May 29th.

A Peking letter states that out of 450,000 taels, indemnity payable to the Powers by China, Germany takes 121,000,000, Russia 17,000,000 and France 13,000,000.

Another despatch from Peking states that it is understood that the payment of 450,000 taels includes the payment for damages done to the private properties belonging to foreign citizens as well as for the losses in trade suffered by the foreigners in Shanghai. As regards the indemnity for damages done to the chapels, furniture etc., which belong to the missionaries in the province of Chih Li, another payment of 2,000,000 taels has been fixed.

The claim that Japan sent in amounts to 55,000,000 taels. Besides this, the "wojeh" claims 5,000,000 taels on behalf of his merchants.

Another report states that the actual amount of the indemnity Japan claims is 40,000,000 taels, this amount still excluding the indemnity for the merchants.—*New Press*.

EXECUTION AT CHEFOO.

ELEVEN PIRATES DECAPITATED. CHEFOO, 28th May, 1.46 p.m.

Eleven pirates were decapitated here this morning at sunrise, in public. The sight was ghastly.—*Mercury Cor.*

THE CHINESE CUSTOMS.

CUSTOMS PEOPLE DISTURBED. SHANGHAI, May 29th.

It is rumoured that Sir Robert Hart has suddenly awoke to the fact that all the members of the Customs Service are not as competent to fill their various posts as was generally assumed to be the case; and that he has therefore sent forth from Peking a circular which purports to be the nature of a ukase aimed at all members of the service who may be considered unfit for their duties. It is said that even "Pigs" will come under the new ruling of the "I.C.G." and in consequence there is quite a rustle in Customs circles and Indoor and Outdoor men are wondering who among their number will be "weeded out." Just what all the rumour is about we do not know, but that a bomb has been exploded in the ranks throughout the service seems evident.—*Yan Press*.

AN IMPERIAL DECREE ISSUED.

We learn from a reliable source, says the *New Press* of the 29th ult., that a few days ago the Chinese Peace Commissioners at Peking received a secret decree from the Emperor, wherein it is inferred that in reference to the indemnity which, consists of such a big sum, it is the intention of His Majesty to clear its payment within the period of 45 years. In the event of the Powers enforcing completion of the payment within a charter period, it will be pretty difficult for China to accede to the demand.

LAUNCH OF A NEW N. Y. K. STEAMER.

The new N. Y. K. steamer *Hidaka Maru* built at the Kawasaki Dockyard for the Nippon Yusen Kaisha, was launched this morning, says the *Kobe Herald* of the 22nd ult. The launch was carried out very successfully in every respect. Subsequently a large company of invited guests were entertained in the foundry building of the yard, where a few appropriate speeches were made.

The launch was fixed for 9 a.m. and at that hour there was a large gathering of guests on the platform, erected as usual at the bows of the new vessel.

The vessel left the ways at 9.20, Miss Kato, daughter of Mr. Kato, Vice-President of the N.Y.K., performing the usual ceremony. The vessel was decked with greenery and other adornment. She took the water very prettily and her successful launch was attended by a round of cheering and band music. The customary distribution of mochi among the Japanese workmen then took place and the guests re-assembled in the foundry sheds, where several speeches by prominent Japanese gentlemen were made. The dimensions of the *Hidaka Maru* are as follows: length 180 feet; beam 26 feet 4 inches; depth 20 feet 3 inches; draught 13 feet; displacement, 1,100 tons. The engines are of the triple expansion type of 700 h.p. She will have a speed of 11 knots.

LONDON BANKERS AND THE JAPANESE FINANCIAL QUESTION.

The *Kobe Herald* of the 23rd ult. says the London managers of the Yokohama Specie Bank, and the Hongkong and Shanghai Banking Corporation, informed a representative of the Associated Press in London, that they did not fear that anything serious would develop from the bank failures in Japan. They said that the majority of the banks involved were very small concerns, with a capital of no more than £5,000 or £6,000 apiece. Some trouble has been expected for a long time, owing to the stringency of money in Japan. In the opinion of those quoted, this is entirely due to the present balance of trade being so much against Japan, the imports greatly exceeding the exports. Some relief is hoped from the additional taxation authorised by the new Japanese Government. Commercial crises in Japan and Russia alike tend towards peace between those nations by straitening their resources. That of Russia is the more severe, as whole provinces are reverting to barrenness, hundreds of factories have ceased, and only fear of the army and Siberia prevents one of the worst of revolutions. Japan's troubles are, it is believed, rather temporary than permanent, though sufficiently serious.

COREAN NEWS.

(from Japan Papers.)

MR. MCLEAVY BROWN'S POSITION. TOKIO, May 22nd.

The Korean Government has notified the British Acting Minister that the residence of Mr. McLeavy Brown and the control of the Customs business must be surrendered on or before the 31st of this month, as a preliminary to the cancellation of Mr. Brown's agreement, which is to be annulled when the loan affair is finally concluded. The loan affair is making no progress but it is expected that a settlement will be effected when the Korean demands regarding Mr. Brown are complied with.—*Manichi*.

THE LOAN CONTRACT QUESTION. SEOUL, May 22nd.

Yi Yoyok opposes the cancellation of the French loan contract and the representation of Chio Pyengik, former Premier, urging that the contract should be cancelled, has been rejected by the Emperor. The arrival of the French cruiser *Pascal* in Chemulpo is understood to have some significance and it is rumoured that more French warships are expected shortly.—*Asahi*.

TOKIO, May 22nd.

Mr. Hayashi, Japanese Minister to Seoul, was received in audience by the Korean Emperor on the 20th inst. It is understood that representations on the loan affair and other political topics were made.—*Mainichi*.

CHEMULPO, May 22nd.

The French cruiser *Pascal* from Taku arrived here to-day.—*Asahi*.

THE SEOUL-FUSAN RAILWAY. SEOUL, May 22nd.

The engineers and surveyors of the Seoul-Fusan Railway Co. are busy preparing for the survey of the route between Seoul and Suigen, a distance of 20 miles. They are also trying to secure the ground loans for the station buildings and the line from the Korean Government. The necessary transfers will shortly be made. The section between Fusan and Mokshu will be surveyed at the same time.—*Asahi*.

THE NEW FRENCH STEAM-SHIP LINE.

BANGKOK-SINGAPORE.

The Governor-General of Indo-China has ratified a convention concluding to M. Potal, civil engineer, an annual subvention of £12,000, equal to 100,000 francs for fifteen years, for a French line of steamers between Bangkok and Singapore, says the *Bangkok Times* of the 21st ult. The contractor undertakes to perform a weekly service between those ports with three steamers of 400 tons net, and a maximum draught of 13 feet. They may be built abroad, but must carry the French flag and have an effective speed of 11 knots. The captain, two deck officers, and the chief engineer must be French. The maximum passenger rates are fixed at 55c. per sea league for the first-class, 40c. the second, and 20c. for soldiers and paupers.

It will be an interesting experiment, and the line should at least prove more of a success than the subsidized *Danish*. By the way French enterprise here seems to be taking a decidedly practical turn. The number of French firms has hitherto been added to only very slowly, but within the present year there has been quite a spurt, as is witnessed by the establishment of two import firms, the Comptoir d'Importation and the Alliance Française, while in the same period Mr. Monod has established his own firm as accountant and auditor. The appointment of a commercial attaché to the French Legation is also a significant event, and it is evident that the French mean to try for a bigger share of the trade of Siam in future.

LADIES OF SELANGOR LOVELY.

Count Joffroy D'Abbas, French Consul, who is now making a tour of the Native States in the interest of the Hanoi Exhibition is very favourably impressed with Selangor. "Kuala Lumpur," he writes, "beats Singapore for loveliness, cleanliness, and elegance of the buildings. It is Switzerland in summer, except that perpetual snow is wanting. Not anxious to see you too soon again, as this part of Malaya is lovely. All the ladies here extremely beautiful, looking healthy and good tempered. Altogether an El Dorado!"

(Count D'Abbas is extremely diplomatic. He knew that this passage from his letter would be quoted. He will now continue his tour like a modern Paris with the apple of critical appreciation to bestow upon the feminine beauty of some one particular State.)—*Singapore Free Press*.

DETAILS OF THE NEW GUINEA MURDERS.

Australian papers state that on Sunday morning the party, including about 30 of the crew, had pitched their tent on the island, when one of the natives reported that the cannibals were coming down to make an attack. Little notice was taken of this warning and five minutes later the tent was lifted from all sides, and fully 100 spears thrown at the occupants. Mr. Caro, the secretary, received five spears, and died immediately. The owner of the yacht, Mr. Mencke, was struck by three spears, and mortally wounded. He died two days later. The leader of the expedition, Dr. Heimoth, killed a cannibal with the last shot in his revolver, and just escaped being speared. Altogether fourteen of the cannibals were killed by the yacht's party, and the remainder of the savages—numbering fully 100—then fled to the bush. The *Eberhard* lost six men (natives), besides the owner of the yacht and his secretary, Captain R. Ullrich, the master of the *Eberhard*, was formerly in the North German Lloyd service, being an officer of the mail steamer *Munchen*.

NOTANDA.

CALENDAR.

MAY. Meteorological means based on ten years' observations, to 1893.

Barometer 29.867

Thermometer 76.2

Humidity 84.0

Rainfall 15.0

TO-DAY. WEATHER REPORT.

On date at 4 p.m.

Barometer 29.79

Thermometer 80

Humidity 71

Rainfall 75

TO-DAY. Monday, 4th June, 1901.

Chinese—17th of 4th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 16min.

Set 6hr. 38min.

Moon—Max. Dec. 9hr. 0min.

High water—Morning 8hr. 45min.

Afternoon 1hr. 7min.

Low water—Morning 2hr. 29min.

Afternoon 4hr. 17min.

ANNIVERSARIES.

1854—Russian war scare; the erection of batteries in Hongkong ordered.

1862—Earthquake at Manila; town destroyed and 2,000 lives lost.

1865—Duke of York born.

1879—General Grant arrived in Peking.

1882—Ratification of Brazilian-Chinese Treaty.

1883—Death of Sir Arthur Kennedy.

1891—Russell & Co. suspended payment.

1896—Death of a private of the Rifle Brigade of plague.

1898—Ship *Merrimack* sunk to block harbour of Santiago; crew taken prisoners.

1899—Court of Cassation ordered new Dreyfus Court Martial.

TO-MORROW. Tuesday, 5th June, 1901.

Chinese—18th of 4th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 10min.

Set 6hr. 39min.

High water—Morning 9hr. 30min.

Afternoon 1hr. 45min.

Low water—Morning 3hr. 5min.

Afternoon 4hr. 49min.

ANNIVERSARIES.

1859—The Austrians defeated by the French at the Battle of Magenta.

1886—Franco-Korean Treaty signed at Seoul.

1887—German schooner *Wilhelm Meyer* burnt in Takow Harbour.

1894—Death of Capt. Vesey from plague.

1897—The West River opened to foreign trade.

1898—H.M.S. *Pique* left for England.

1899—Hyogo Canal in Japan opened.

AGENDA.

TO-MORROW. Wednesday, 5th.

Cargo ex *Strasbourg* subject to rent.

Noon—C. P. R. steamer *Empress of China* leaves for Vancouver B.C. via Shanghai, etc.

Noon—E. & A. Co.'s steamer *Airtie* leaves for Kobe.

THURSDAY, 6th.

Cargo ex *Nippon Maru* subject to rent.

FRIDAY, 7th.

Daylight—N. Y. K. steamer *Tosa Maru* leaves for Yokohama, (direct).

4 p.m.—N. Y. K. steamer *Kaga Maru* leaves for Victoria B.C. and Seattle U.S.A. via Shanghai, etc.

MONDAY, 10th.

5.30 p.m.—Annual General Meeting of the Royal Hongkong Yacht Club in the Cricket Club Pavilion.

Noon—T. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.

TUESDAY, 11th.

5.30 p.m.—Annual General Meeting of the Royal Hongkong Yacht Club in the Cricket Club Pavilion.

Noon—T. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.

THURSDAY, 13th.

Daylight—N. Y. K. steamer *Tosa Maru* leaves for Yokohama, (direct).

4 p.m.—N. Y. K. steamer *Kaga Maru* leaves for Victoria B.C. and Seattle U.S.A. via Shanghai, etc.

MONDAY, 10th.</

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKA MARU	YOKOHAMA (DIRECT)	FRIDAY, 7th June, at Noon.
S. J. G. Parsons	KOBE and YOKOHAMA	FRIDAY, 7th June, at Daylight.
KANAGAWA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
KAGA MARU	MARSEILLES, LONDON & BARRROW, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
SHINANO MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
KAGOSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
SADO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
YAWATA MARU	HAMA, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
MUKE MARU	MARSEILLES, LONDON & BARRROW, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 21st June, at Daylight.
HITACHI MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 21st June, at 4 P.M.
ROSETTA MARU	N. Tate	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 1st June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	Tons.	Captains.	Proposed Sailings.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	3,601	W. Watt	June 7
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	3,821	J. S. Cox	June 28
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	2,837	J. Truebridge	July 16

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

George Eckley, Acting Agent.

Hongkong, 18th May 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMMONION,"

between HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELL" will be despatched for PORTLAND (Or.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with, or apply to ALLAN CAMERON, General Agent, or to

DODWELL & CO., LIMITED

Hongkong, 28th May, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"HILLGLEN"	NEW YORK	14th June
"LOWTHER CASTLE"	NEW YORK	30th June
"HEATHBURN"	NEW YORK	about 17th July
"HUDSON"	NEW YORK	
"JUPITER"	NEW YORK	
"SATSUMA"	NEW YORK	

Calling at MANILA.

For Freight and further Information, apply to

DODWELL & CO., LIMITED

Hongkong, 28th May, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 28th May, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Hongkong, 28th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"PERU"	TUESDAY, 18th June, at Noon.	
"COPTIC"	THURSDAY, 27th June, at Noon.	
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.	
"GAELIC"	TUESDAY, 23rd July, at Noon.	
"CHINA"	TUESDAY, 6th August, at Noon.	
"DORIA"	THURSDAY, 15th August, at Noon.	

THE P.M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

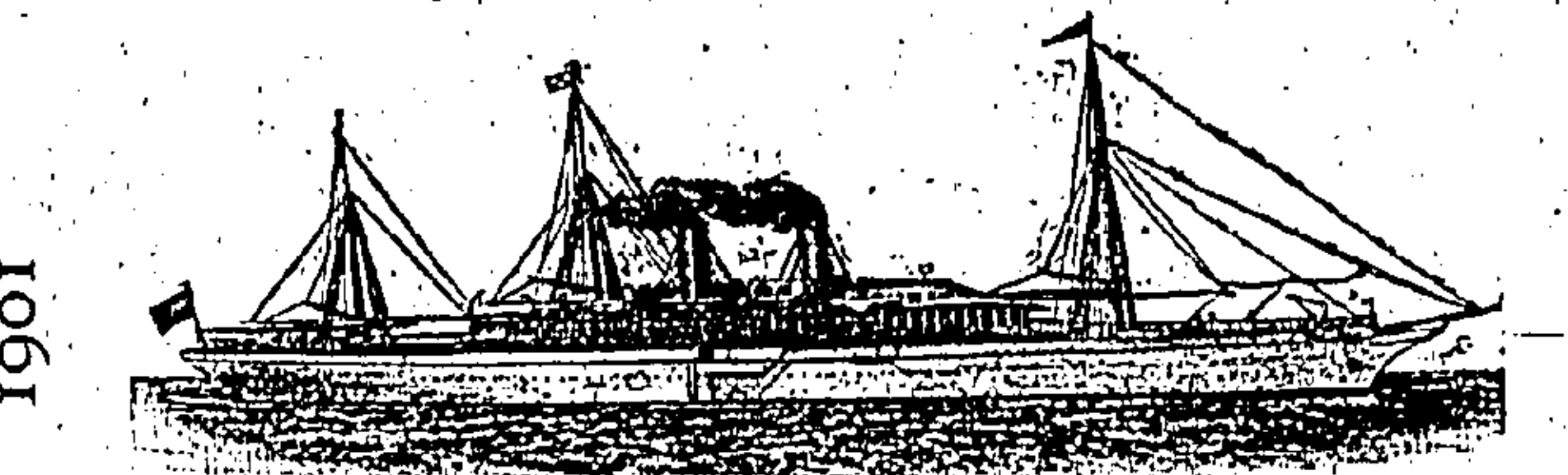
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

George Eckley, Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA	Comdr. C. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SARNIA	HAVRE & HAMBURG VIA FOCHOW, (Calling at SINGAPORE).	6th June
WITTENBERG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th June
Hempel	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th June
NUERNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th July
Mayer	HAVRE and HAMBURG. (Calling at SINGAPORE).	
SAMBIA	HAVRE and HAMBURG. (Calling at SINGAPORE).	
Schmidt	HAVRE and HAMBURG. (Calling at SINGAPORE).	

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 15th May, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Hongkong, 15th May, 1901.

Hongkong, 15th May, 1901.

Hongkong, 15th May, 1901.

Hongkong, 15th May, 1901.

Hongkong, 15th May, 1901.

Hongkong, 15th May, 1901.

Hongkong, 15th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
ILOILO and CEBU	"KAIFONG"	4th June.
MANILA and ILOILO	"SUNGKIANG"	5th June.
WEI-HAI-WEI and TIENTSIN	"KWEIYANG"	5th June.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, LAUNCESTON and MELBOURNE	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"GLAUCUS"	11th June.
"ALCINOUS"	14th June.	

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DARDANUS"	11th June.
"HACHON"	25th June.	
"PRIMETHUS"	9th July.	
"RHEIUS"	13th June.	

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"ARLIE."

Captain S. John George, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 31st May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 12th June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. 3379 about 1 June 20

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office addressed to the Collector of Customs at San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

29th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY."

Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY."

Captain J. S. Stevenson, will be despatched for the above Port, on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA."

Captain will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 29th May, 1901.

Hongkong, 29th May, 1901.

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